

IF YOU VISIT
THE CINEMAS
frequently
and your eyes get tired,
you should be fitted with
accurate glasses.
FOR YOUR EYES' SAKE:
N. LAZARUS
OPHTHALMIC OPTICIAN,
24, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1845

July 28, 1920, Temperature 81.

Rainfall 0.47 inch.

Humidity 85

July 9, 1919, Temperature 54.

JEYES
Or Royal Appointment
THE BEST
DISINFECTANT.

No. 18015.

四拜禮

號九廿月七年二十百八千一

HONGKONG, THURSDAY, JULY 29, 1920.

日四十月六申庚大歲年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

WATSON'S E WHISKY.

MILD, MELLOW, MATURED.

Pre-war high quality still maintained

A. S. WATSON & CO., LTD.,
TELEPHONE 616.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE).

CARS FOR HIRE IN HONGKONG AND KOWLOON

Agents in South China for:-

Hudson, Essex, Dodge Brothers and Siddeley-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.

GARAGE AT
4 DES VŒUX ROAD.

TEL. 432.

GARAGE AT
26 NATHAN RD. KOWLOON

CHEAP SALE

(From 1st to 15th August, 1920)

at

THE "BON TON" LTD.

LADIES' TAILORS AND DRAPERS,

No. 37, Queen's Road Central.

Piece-goods, Fancy Voiles, Shoes, Boots,
Sun-shades, Foreign and Chinese Silk,
Ready-made Blouses and Skirts, etc., etc.

At Extremely Moderate Prices.

YEE SANG FAT CO.

6 EXTRA SPECIALS

For Six days only
Ending Saturday 31st.

Special 1.

Children's Straw Hats 25cts. each.

Special 2.

Children's Helmets 90cts. each.

Special 3.

Fancy Voile 30cts. a yard.

Special 4.

Curtain Cloth 25cts. a yard.

Special 5.

Ladies' White Shoes \$3.35 a pair.

Special 6.

Bathing Suits & Caps.

Strictly 10% discount.

COME AT ONCE. — SIX DAYS ONLY.

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SALE

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 638.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

AMERICA CUP.

RESOLUTE WINS FIFTH RACE AND CUP.

"DID OUR DAMNEDEST."

LONDON, July 28.

The "Resolute" won the fifth race and the cup.
HOW THE "RESOLUTE" WON.

SANDYHOOK, July 28.

Sir Thomas Lipton, on seeing the "Resolute" win, declared that he was sorry, but the best boat won. "We have all done our damndest," he added, in paying a tribute to the sportsmanship of the Americans. "We shall wait until next year and give someone else a chance. Then I shall re-challenge myself."

Owing to the dead calm the start was postponed until 2:17 when the wind freshened to three knots. The course was south-south-west, a fifteen mile beat to windward, and a straight run home, the "Shamrock" leading till 4:22. The "Resolute" reached the mark leading by half a mile and with the breeze freshening to six knots the "Resolute" travelled fast. The "Shamrock" was a mile astern. The "Resolute" finished in 7:52:15 and the "Shamrock" in 8:5:20.

EARLIER NEWS.

SANDYHOOK, July 28.

Owing to the wind failing, to-day's cup race has been cancelled, the yachts being unable to complete course within the time limit. The race will be re-sailed on July 27 unless either skipper requests a postponement.

PRINCE ARRIVES IN BRISBANE.

BRISBANE, July 28.

The Prince of Wales has arrived.

INDIAN TOUR POSTPONED.

LONDON, July 27.

The Morning Post announces that the Prince of Wales's visit to India has been postponed owing to ill-health.

The Prince received a very cordial reception. Even the trade association headquarters, the most advanced Labour community in Australia, whose attitude was previously uncertain, is participating.

SEVERE STRAIN TELLS ON PRINCE'S HEALTH.

LONDON, July 28.

Reuter understands that advices from Australia indicate severe strain of the protracted tour of the Prince of Wales in Australasia has told upon his health and rendered it necessary to consider whether it will be desirable to postpone for a short period his projected visit to India.

BOULOGNE CONFERENCE.

WHY IT IS BEING HELD.

LONDON, July 28.

M. Marsal, the Finance Minister will accompany M. Millerand to Boulogne. Mr. Lloyd George will be accompanied by Lord Curzon and Sir L. Worthington-Evans. The French newspaper, asserts that M. Millerand will insist on no recognition of the Soviet until the Soviet agrees to recognise the financial obligations of Tsarist Russia and establish a properly constituted government in Russia by allowing the Russians freely to elect a national assembly. M. Millerand is also said to be in favour of a conference in London of representatives of all the governments constituted on former Russian territory. Mr. Lloyd George has arranged the meeting in Boulogne in order to try to overcome M. Millerand's objections to negotiations with Moscow.

AMERICA NOT TO PARTICIPATE.

WASHINGTON, July 27.

The indications are that the United States will not participate in the Russo-Allied conference in London if they are invited unless more urgent reasons are given than are now apparent.

AMRITSAR RIOTS.

PERSECUTION BY EXTREMISTS ALLEGED.

LONDON, July 27.

Sir Michael O'Dwyer, late Lieut.-Governor of the Punjab writes a long letter to the Morning Post on the Amritsar riots. He complains of harsh treatment of officers administering martial law in India and the persecution of officials and loyal Indians by the extremists. He justifies his action in connection with General Dyer's order and declares that he applied for leave to resign the service at an early date. He pays a tribute to the officers and men in the Punjab for their services in the war and last year's rebellion.

BRITAIN AND AFGHANISTAN.

PROSPECTS FOR TREATY OF FRIENDSHIP.

SMILA, July 27.

The British and Afghan conference sitting at Mussoorie since April has been concluded. The Afghans are returning to Kabul to submit the results of the discussions with a view to signing a treaty of friendship. The discussions inter alia dealt with the effect of the Turkish peace treaty on the Khilafat from the Afghan standpoint, the international status of Afghanistan, commercial relations, and British assistance towards the development of Afghanistan. Friendly relations were maintained at the conference.

MESOPOTAMIA.

RUMEITA GARRISON WITHDRAWS NORTHWARDS.

LONDON, July 27.

In the House of Commons, replying to Lieut.-Col. Arthur Murray, Mr. Winston Churchill stated that the garrison at Rumeita relieved on July 21 had withdrawn northwards. The Arabs were still sporadically attacking the railway and British posts. A column would shortly proceed to clear up the situation. There had been from 200 to 300 casualties, mostly in the Indian units. Half a dozen British officers had been killed and wounded. There was evidence that members from the Turkish forces in Mesopotamia were assisting the Arabs.

THE DOLLAR.

To-day's closing rate 3.11½
To-day's opening rate 3.11½

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

SOVIET DEMAND FOR WORLD CONGRESS.

LONDON, July 28.

Mr. Lloyd George's decision to confer with M. Millerand at Boulogne, despite the urgency of many domestic problems, shows the transcendent importance attached to the Bolshevik suggestion of a London conference, embodying the leading Entente as well as the Russian Border States, which is tantamount to a demand of a fresh World Congress involving the affairs of Europe and Asia, and possibly interesting the United States.

Such a conference would discuss not only political frontiers but economic understandings, including adequate provisions for new Russian outlets in the Baltic, the Black Sea, and the Mediterranean, involving the Dardanelles and the Bosphorus, whilst Soviet propaganda in the Middle East will certainly be questioned. Meanwhile, it is purely an assumption that the majority of the Soviet truly desire an international settlement, as the Bolsheviks are still advancing in Poland.

It is considered that the Bolshevik assistance on the surrender of General Wrangel, with all his munitions, aggravates Great Britain's task of pacification.

AMERICA CUP.

SANDY HOOK, July 28th.

The early promise of a brisk racing breeze was belied, the wind diminishing to three miles an hour shortly before the start, necessitating a temporary postponement. The course was fifteen miles out and back. The "Resolute" slightly led at the start, but the "Shamrock" headed to half a mile. The race was now developing into a drifting match, but the "Resolute's" lead lengthened. When only 2.10 miles was covered in four and a half hours, the race was called off, as it was clearly impossible to finish in the stipulated time.

The "Resolute" was then probably leading by a couple of miles.

Sir Thomas Lipton says that if he does not win the cup, he will issue a challenge again in 1921 for 1922, and build a new boat.

ARCHBISHOP MANNIX.

ATLANTIC CITY, July 27.

Archbishop Mannix stated that he intended to sail on the steamer "Baltic" on July 31 and disembark at Queenstown, and subsequently to proceed to England and Rome, but Mr. Lloyd George might be able to change his itinerary.

Archbishop Mannix denied that he said Australia desired a separation from Britain.

SCHOONER IN DISTRESS.

GERMAN CREW RESCUED.

Scarborough townspeople looked with mingled feelings at the German two-masted schooner "Kehrwieder" that was recently moored alongside Lighthouse Pier. She was towed into the harbour at one o'clock in the morning by motor-boats, after having broken her jibboom and gone on the rocks near Marine Drive seawall. The "Kehrwieder's" signals of distress were answered by Scarborough fishermen, and her crew were able to see some of the results of the brave work of their countrymen who bombarded the undefended town in 1914. The "Kehrwieder," which is a Hamburg vessel, carrying cargo-rivets from Grangemouth, is the first German ship to enter Scarborough since an armed crew of the "Arethusa" brought in a large enemy trawler during the war.

MOVING A 8,000-TON BUILDING.

The shifting of buildings without interruption of any of the services, such as telephones, lighting and power, and without inconvenience from the point of view of occupation, is a matter of common practice in America, and the "Engineering News Record" recently recorded the shifting of a 3,000-ton building which measured 95ft. by 60ft. through a distance of 450ft. The new site was first cleared, and the new foundations laid. The walls of the building were underpinned with steel needles on timber shoes, supported on twelve sliding ways, and interior concrete columns carrying one-third of the total weight of the building were similarly supported. The walls and columns were then cut away from the foundations and raised by 500 jacks. Three 90 h.p. hoisting winches supplied the pull for removing, and the pull was evenly distributed over the longer side of the moving platform constructed underneath the building. The ways along which the removal was effected were laid only 60ft. in advance of the building, sufficient for a day's haul of 50ft. The shift was thus accomplished in nine stages.

BUSINESS NOTICES

J. T. SHAW

— B. V. D. —

UNION SUITS

MADE FROM A FINE WHITE CHECK
NAIN-SOOK CUT FULL AND FREE
EVERYWHERE SO AS TO ENSURE
EVERY COMFORT TO THE WEARER.

— B. V. D. —

VESTS AND DRAWERS

SIMILAR TO ABOVE BUT IN SEPARATE
GARMENTS FOR THOSE WHO PREFER
THEM TO THE ONE PIECE.

SPECIALIST IN MEN'S WEAR

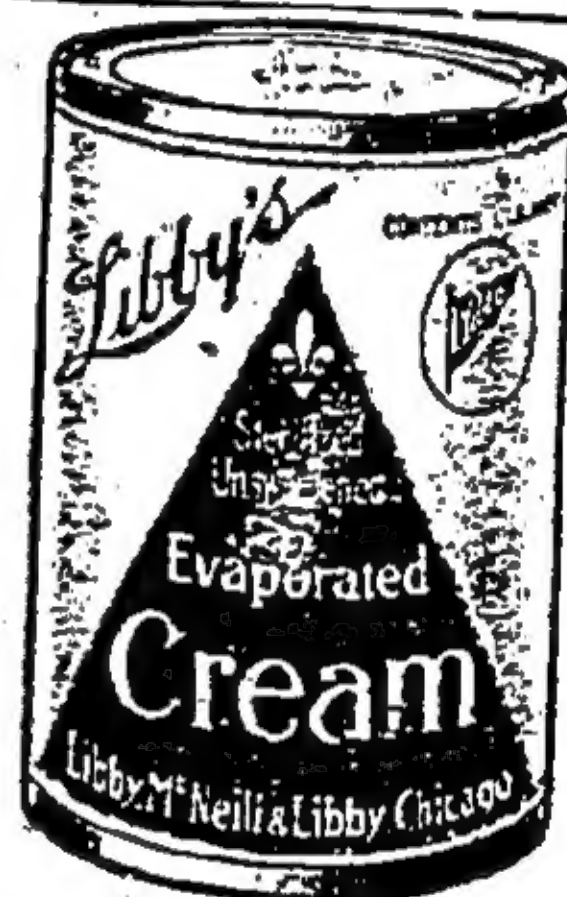
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NEXT DOOR HONGKONG HOTEL.

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.



Libby's
Cream

Pure, Rich, Always Ready. Makes
Your Cooking Easier And Better.

SOLD BY LEADING GROCERS.

CONNELL BROS. COMPANY
SOLE AGENTS.

S. GREENFIELD.

("DO BE CHAIRFUL")

CHAIR MANUFACTURER.

27 Des Vœux Road,

(three doors from Post Office.)

ALLSOPP'S

BRITISH PILSENER BEER

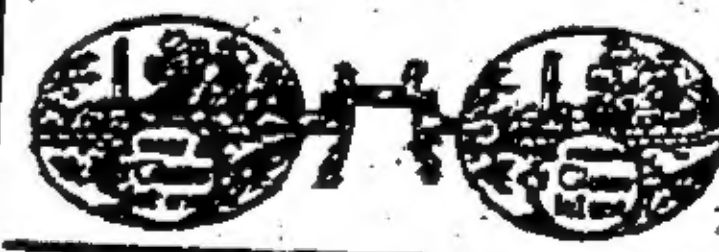
RAINIER

AMERICAN PALE BEER

CALDBECK, MACGREGOR & CO., LD.

15, QUEEN'S ROAD CENTRAL.

THE OPTICAL COMPANY.



21, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES,
LENSES, etc.
Optometrist-in-Charge: E. CHAN, Opt. D.
EYES TESTED FREE OF CHARGE.

THE HANDLEY PAGE MULTIPLE ENGINEED BIPLANES HANDLEY PAGE LTD.

Orickwood, London, N.W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.

Hongkong

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions from THE CHINESE PROPERTY TO sell by Public Auction.

on
FRIDAY, July 30, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street,
A Selection of Antique China
and Curios.

5-coloured, blue and white vases,
bowls, plates, tea cups and saucers,
Sungai with 4-coloured plaques, Sang-
de-bout vases and 100, Celadon vases,
Famille rose pen holders and seal box,
White "Goddess of Mercy," etc., etc.

A Collection of Brouse Ware,
(Large flower pots, Figures, Buddha,
Josses, vases, incense burners, wine cup
etc.)

Also
A Quantity of Personal Effects, Books,
and Chinese paintings.
On view from Thursday the 29th inst.
Terms—Cash on delivery.
Catalogues will be issued.

LAMMERT BROS.,
Auctioneers.

Hongkong, July 23, 1920.

THE Undersigned have received instructions to sell by Public Auction,
on
SATURDAY, July 31, 1920,
Commencing at 11 a.m.
at Holt's Wharf, Kowloon.

(For account of the concerned)
565 Boxes Tin Plates.
Terms—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

Hongkong, July 23, 1920.

PUBLIC AUCTION.

S. S. "WING HANG"

NOTICE IS HEREBY GIVEN
THAT THE STEAMSHIP
"WING HANG" as the lies near
Shamshupo in the Harbour of Hong-
kong.

Will be sold by
Order of the Mortgagees
by
PUBLIC AUCTION,
on
TUESDAY, the 10th day of August,
1920,
at 12 o'clock Noon,
by
Messrs. LAMMERT BROS.,
Auctioneers,
at their Auction Rooms in Duddell
Street.

The Ship is a Chinese Ship registered
at Canton.
Her dimensions and tonnage are
approximately as follows:
Length—140 ft. 1 inch REGISTERED
Tonnage—1200
Breadth—25 ft. 3 inches Gross—142
Depth—9 ft. 6 inches Net—264
and her speed is about 10 Knots.
For further particulars and condi-
tions of sale apply to
Messrs. WILKINSON & GRIST,
9, Queen's Road Central,
or to
Messrs. LAMMERT BROS.,
Duddell Street,
Auctioneers.

Burglar and Fire-resisting

SAFES

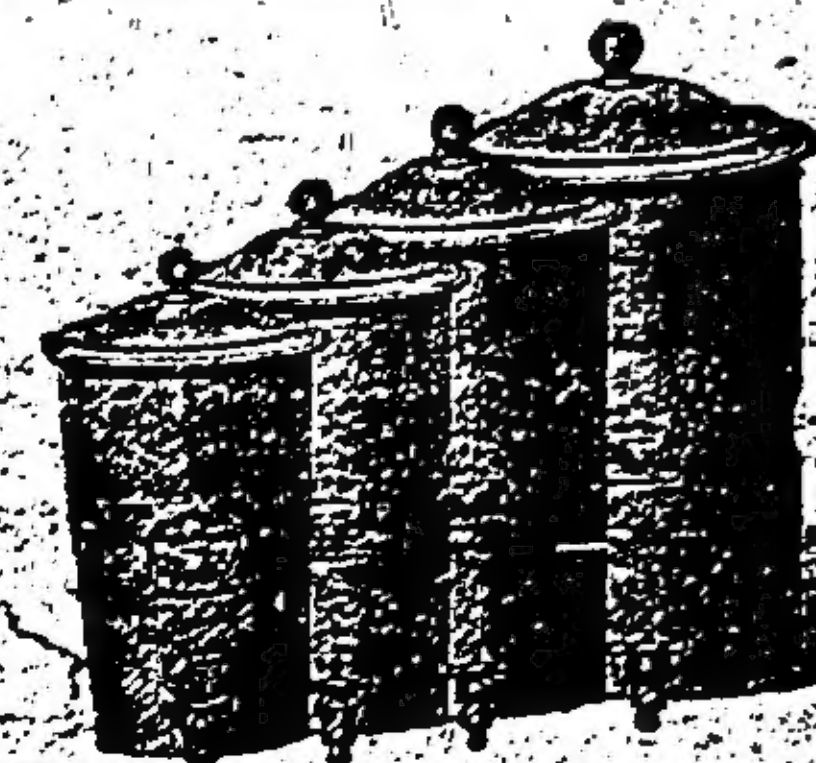
"Prevention is better
than Cure."

The Undersigned have just
received a new consignment of
Milner's Safes.

LAMMERT BROS.,
Duddell Street.

Just arrived
a large assortment of
FILTERS

3 & 4 Gallons up to 4 gallons



C. E. WARREN & CO., LTD.
Rm. 21 & 22 Des Voeux Road Central.
Established 1870

INTIMATIONS.

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for Infants which keeps good in
quality during hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Draperies (3)
MILFORD-McGRATH FLUID INSEC-
TICIDE the Best Fluid for destroying
Flies, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CAHILL'S GOLDEN
FLEECE, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
Houses.

PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.

SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China.
Nos. 47 & 49, Cross Street, Hongkong.
Telephone No. 128.

理代泰豐

WE HAVE

Just received

A New Supply of

WAR AND ARMISTICE
STAMPS.

Many varieties and values of

NEW EUROPE

CATALOGUES AND ALBUMS

for sale.

GRACA & CO.,

No. 10, Wyndham Street,

P. O. Box 520, Hongkong

JAPANESE MAKERS

Every kind of Footwear.
"MADE
TO
ORDER"



CHERRY & CO.,

PEDDER STREET,

Opposite to Hongkong Hotel

Telephone No. 481

Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY.
"THERAPION NO. 1"
"THERAPION NO. 2"
"THERAPION NO. 3"

For the cure of all kinds of
fever, influenza, pneumonia,
dysentery, cholera, and all
other acute and chronic
diseases. It is a powerful
antiseptic and antipyretic,
and is the only remedy
which can be taken in the
most palatable form.

It is the only remedy
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which can be taken in the
most palatable form.

EMPRESS EUGENIE.

GREAT LADY AND HER
MEMORIES.

A LIFE ROMANCE.

The death of the ex-Empress
Eugenie of France removes a great
lady who has been in retirement for
half a century and who has seen an
old world pass away and a new come
into existence.

With the Emperor Francis Joseph
of Austria, she was the oldest Sover-
eign in the world. He, too, had a
life of affliction and tragedy, but his
old age was one without honour;
whereas the Empress was one that
commanded the respect and sym-
pathy of the whole civilised world,
and notably in the country of her
happiness and greatness, and in the
country of her exile and adoption.

There was no longer an Empress of
the French in fact; but no chivalrous
Frenchman denied to this great lady
her title of old days.

Her whole life was a romance. In
early days one of glitter and colour
and glory, and in later years the
romance of proud spirits finding
peace in humbleness and humility
and saintly life. The lady boasted a
great admixture of British blood.
Her grandfather, William Kirk-
patrick, a merchant of Glasgow, was
a lineal descendant of that fierce
Scottish noble who, at the angry
supplication of Robert Bruce, killed
the Black Comyn with many dagger
strokes, and who afterwards took as
his crest a bloody hand with a dirk
in it, and the motto, "I mak siccar."

The Empress was a remote
high strain in the Empress, too,
she was descended from the
ancient Irish King, Finn McCool,
who reigned about 200 A.D. A
daughter of the Grand-Grange,
William Kirkpatrick, married the
Count de la Roche, and the young child
of this union was the lady who was
afterwards to rule at the Tuilleries.

It is said that her destiny was fore-
told by many fortune tellers. The
case of true love ran very smoothly
and very quietly. The Emperor fell
in love with her at first sight, and
without any undue delay the Royal
nuptials took place in Notre-Dame.
It may interest the superstitious to
know that the Empress wore pearls,
and a Spanish lady who was present
quoted the proverb of the country:
The pearls which women wear on
their wedding day are a symbol of
the tears which they will shed.

THE BEGINNING OF THE END.

Shortly after the Royal wedding
the Crimean War took place, and
England and France became Allies.
During the progress of it Napoleon
III, and his bride visited England, and
were received with wonderful
enthusiasm in London. It was then
that the fervent and loyal friendship
between Queen Victoria and the
Empress arose which continued as
long as the Queen's life. Later, the
Queen, with the Prince Consort,
Princess Victoria, and the Prince of
Wales (afterwards King Edward VII.)
visited Paris, and were received with
magnificent state. It was on this
occasion that the Anglo-French
alliance was firmly cemented.

It was the last happy year for the
Empress for the Mexican trouble and
other embarrassments abroad and at
home rendered the position of the
Emperor and his Consort difficult and
distracting.

Then the great cloud appeared on
the horizon that was to cast its
shadow over all France. Beginning
with an imbrolio over a fanciful
question of hereditary succession, the
relations between France and Ger-
many became more and more un-
friendly. The Empress was blamed
for her pro-war attitude at that time;
but it must be remembered that the
responsible advisers of the Empire
were for open war, and the whole
fighting spirit of France was behind
that policy.

At St. Cloud, at a council held
there on July 13, 1870, the Empress
declared war was inevitable if France
was to be saved. In the light of
after events, and especially of
Bismarck's criminally crooked diplo-
macy and the infamous Emst telegram
which precipitated the conflict, it is
evident that the Empress was right,
and that Germany was out for loot
and conquest while assuming an
attitude of injured peacefulness. In
the light of our own conflict, with
the Prussia of to-day it may com-
fortably be said that Germany from
the first preliminary negotiations
intended to sweep away the Empire,
and France with it.

THE CROWNING DISASTER.
Sedan saw the greatest point of
tragedy of the Empress's life but one
—the Empire overturned, Alsace and
Lorraine gone, Paris entered by hor-
des of barbarians, all France under
the harrow. These were the terrible
consequences of Sedan's crowning
disaster. It must have been some
small consolation to the aged Em-
press to know that the country which
once hailed her as Empress and Re-
gent had after almost half a century,
exposed to a renewal of the cruel
mortifications of 1870, beaten the
invaders from the old city of Paris,
and with England's help slowly but
relentlessly pushed the Boches
back across the frontier, retriev-
ing for the honour of "la patrie" the
dear lost provinces.

It has been conveyed that there
was one tragedy in this great lady's
life probably more poignant than all
her many preceding sorrows. It was
the loss of the boy, who might have
been Napoleon IV, and who was
known to England in the bygone
years as the Prince Imperial. He
died fighting for the country which
loved his mother and himself; he
died fighting for England.

WIRELESS WONDERS.

EXPERIMENTS IN
TELEPHONING.

GUIDING AN AEROPLANE.

"Hello, Hello, Hello, Machine."
Daily Chronicle correspondent speak-
ing.

What is it like up there?
"Are you having good, flying
weather?"

"How soon are we to expect you?"
With these words I tested to-day,
says a Daily Chronicle representative,
the wireless telephone, which has
gone one step better in annihilating
space than the wireless telegraph.

Seated in a little shanty erected
by the Marconi Company for their
aircraft experimenting station, in the
middle of a field spread with the gold
of buttercups, I spoke with the
operator on an aeroplane which had
just left Croydon and was speeding
towards Witley.

"Changing over, changing over,"
I chanted on the instructions of the
Marconi officials who were directing
the experiment, thus indicating to
the man in the aeroplane that I was
going to make use of the apparatus
for listening.

The silvered head-piece with its
two receivers fitting over the ears
was placed on my head, and "Brr-
rrr-brrrr" came the first sound.
"That's just lightning somewhere,"
explained the operator, who was also
listening, and I waited.

Then came the answer, which I
had hardly expected, so difficult to
the imagination of an ordinary man
is this business of speaking into
nothingness and demanding an
answer from the void.

"We are having good weather up
here. It is quite warm. Will you
wave your handkerchief when we are
over you? We are quite near
Witley."

In effect, a voice from nowhere
was speaking. Literally, the operator
on the aeroplane had received my
messages, and was answering in
phrases cut up by strange sounds,
but perfectly intelligible.

At this point watchers outside the
hut reported that the aeroplane was
visible, and at the same moment
came a request for direction.
"Tell him to bear to the right,"
the operator instructed me.

The message was given, and laying
down the head-piece, I stepped out-
side the hut and saw the early-guid-
ed machine making direct for the
buttercup field.

Later, at the Marconi Company's
Chelmsford works, a mile or two
away, a more powerful apparatus
was used to send messages to London
by wireless telephone.

These messages would be picked
up by any wireless receiving in-
struments within a certain radius, fitted
up for telephony. This common
receipt of messages is a problem
which will have to be tackled, of
course, before wireless telephony can
be seriously used as a transmitter of
exclusive news messages.

GAVE A PINT OF BLOOD.

TO SAVE UNDERGRAD.

The story of how a stranger volun-
tarily gave a pint of his blood in a
vain endeavour to save the life of
the victim of a road accident was
recently told to the Windsor coroner.

The accident was of a curious na-
ture. Two undergraduates of Jesus
College, Oxford, Sidney Harwin and
Reginald Davis, were cycling along
the Bath road towards London be-
hind a steam lorry and trailer, I.
front of which, and going in the same
direction, was a pony and trap. Near
Colnbrook the cyclists attempted to
pass the lorry, but at this moment
a motor-car, travelling towards
them, turned into the road to avoid
the pony and trap. Davis spurred in
front of the lorry and drew safely in
to the roadside, but his colleague,
Harwin, collided with the mudguard
of the motor-car, and was thrown
under the wheels of the lorry. Cecil
Ernest Weeks, of East Lodge, Coln-
brook, who was cycling in the rear,
saw the accident and assisted to take
Harwin to the King Edward VII.
Hospital, Windsor. Here Sir Joseph
Stevenson, one of the hon. surgeons,
declared the only chance of saving
Harwin's life was by an infusion of
blood. Although a complete stranger to
the undergraduates, Mr. Weeks
immediately volunteered to give his
blood, and about a pint was infused.
Unhappily, the sacrifice was in vain,
death resulting the next morning
from the injuries.

ACCIDENT TO SIR ROSS
SMITH.

An alarming accident occurred
during the arrival of the Prince,
says a Sydney message of June 16.
Sir Ross Smith, flying a de Havilland
aeroplane, accompanied by Mr. J. F.
Huntley, the official photographer in
the A.I.F., fell in the harbour owing
to the engine trouble. The machine
landed on the surface of the water,
and Sir Ross Smith and his compan-
ion were picked up unhurt by a
Government launch.

been Napoleon IV, and who was
known to England in the bygone
years as the Prince Imperial. He
died fighting for the country which
loved his mother and himself; he
died fighting for England.

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"BLACK MARIA."

TO BE SCRAPPED.

Museum homes will, shortly have
to be found for London's fleet of
"Black Marias." The existing type
of gaol vehicle in which prisoners
travel from cell to court is to be
replaced by a set of up-to-date motor-
vans, and the grim-looking "hearse"
whose tragedies have so often been
smothered in comedy will become as
interesting "antiques," as the old
broughams and stage coaches. De-
signed for the most part to carry
12 passengers in the stifling cubicles
on each side of their central corridor,
these human pantechnicons have
long been a pitiful standard of dis-
comfort. Only a few weeks since
three male prisoners fainting in one
of these vans while journeying from
Brixton Gaol to Bow-street.

The new type of prison van is much
larger, and built on lines which pay
tribute to the laws of hygiene. Two
of these new vehicles are to be
delivered by the makers shortly.

CONSCIENCE MONEY.

In the House of Commons, Sir R.
Cooper (Walsall, N.P.) asked the
Chancellor of the Exchequer if his
acknowledgment of 10s. conscience
money from Liverpool in the personal
columns of a leading London paper
on May 3 last cost the Treasury 11s.,
and, if so, would he consider means
by which this burden on the tax-
payer could be avoided. Mr. Bal-
win: The answer to the first part of
the question is in the affirmative. As
regards the last part, under the
arrangements at present in force, all
acknowledgments of the kind referred
to are inserted in *The Times*, unless
the contributor specifically asks
for the acknowledgment to appear
in some other newspaper, and no
charge is made by *The Times*
unless, owing to a request of the
contributor, special arrangements
have to be made for the insertion of
the notice in a particular column
(e.g. the personal column), in which
case the normal advertisements
charge would be made. Consequently
in the vast majority of cases no
charge falls on the taxpayer. In this
case, a mistake, was unfortunately
made, and a charge incurred which
might have been avoided. Mr. W.
Greenwood (Stockport, C.U.): Is it
not a fact that calling attention to
this extravagance has cost the
country 30s.? (Laughter.)

STEALING A YACHT.

UNUSUAL CASE IN BOMBAY
POLICE COURT.

Judgment was given on June 29 in
a curious case in the Bombay Police
Court. Sir Mahomed Yusuf, the well-
known Bombay millionaire contractor,
purchased a motor yacht from the
firm of local contractors, Messrs.
Alcock and Ashdown for Rs. 20,000.
The yacht was handed over. Later
there was a dispute as to the amount
of the bill, Sir Mahomed insisting that
Rs. 20,000 was in full payment and
Messrs. Alcock and Ashdown con-
tending, on the other hand, that the
price was Rs. 27,000. Ultimately
Messrs. Alcock and Ashdown forcibly
took possession of the yacht and
consequently Sir Mahomed's estate
manager charged the manager of
the firm and their lorryman and
shipwright with theft, while the
crew who assisted the shipwright
were charged with the same offence.
The Magistrate held that they
had been committed but the only
person convicted was the shipwright,
who superintended the taking pos-
session, a fine of Rs. 150 being imposed.
The Magistrate held that there was
insufficient evidence to show that the
manager of the firm gave orders for
the seizure of the yacht and declared
that the men could not be convicted
for carrying out instructions when
they did not understand the nature
of the act.

CHATHSWORTH GLASS
HOUSE.

BLOWN UP BY ORDER.

The work began three months ago
of dismantling the famous conser-
vatory of the Duke of Devonshire on
the Chatsworth estate, designed by Sir
Joseph Paxton over sixty years ago,
was practically completed when the
heavy stone foundations and other
substantial portions of the building
were demolished with high explosives.
The conservatory covered exactly an
acre, and was one of the largest in
the world. The noise of the explo-
sion was heard many miles away,
and the debris was spread over a
considerable area. The work of
demolition was carried out under
expert supervision; the use of ex-
plosives being regarded as the best
and quickest means of effecting the
destruction of the conservatory.

WHEN YOU EAT TOO MUCH.

Disturbance in the stomach-fur-
turing is relieved by taking one of Cham-
berlain's Colic, Cholera and Diarrhoea
Remedy. Try it the next time
you eat more than you should. For sale
by all Chemists and Storekeepers.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS,
EGG-SPODLES, VERMICELLI, or other kinds of Soap Stuffs, REGULARLY
you will have no complaint of any kind of sickness, as all our Products being
manufactured from Flour of the Best Quality and under the most Sanitary
Method can be easily digested and give you GOOD HEALTH & STRENGTH.
Large quantities have been exported to various parts of the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms moderate, especially for Agencies.



THE HING WAH PASTE MFG.

CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 49, Cross Street, Central, Tel. No. 230.

BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanjing Road.

FACTORY: Hongkong, Wing Hing Street, Causeway Bay
and Shanghai, No. 71, North Soochow Road.

FURNITURE.

CONTRACTS SOLICITED FOR HOUSES, OFFICES,
HOTELS & SHIPS.

BRASS AND IRON BEDSTEADS, UPHOLSTERY,
ELECTRO-PLATED WARE, GLASSWARE, CROCKERY,
HIGH-CLASS TEAKWOOD & BLACKWOOD FURNITURE

HUGHES & HOUGH
AUCTIONEERS TO THE GOVERNMENT
General Auctioneers
Share, Coal and General
Produce, Stock and
Commission Agents.
PROPRIETORS
"To-Kwa-Wan" Coal Storage.
Sole used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telephone Code
Telegraphic Address
"HUGHES" HONGKONG.
PUBLIC AUCTIONS

G. R.
THE Undersigned have received instructions from H. M. NAVY, STAFF OFFICER, to sell by Public Auction, on

FRIDAY,
July 30, 1930, at 10.30 a.m.,
at The Naval Depot Kowloon,
About
270 tons Packing Case Wood,
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers to the Admiralty.
Hongkong, July 28, 1930.

THE Undersigned have received instructions from R. P. TAYLOR, Esq., to sell by Public Auction, on

TUESDAY,
August 3rd, 1930, at 2.30 p.m., at his residence No. 130, Plantation Road, The Peak.
THE
Valuable Household Furniture,
etc., etc., etc.,
therein contained.

HALL—Blackwood Side Tables, Hallstand, Chairs, Brackets, etc., etc.
DRAWING ROOM—Upholstered Sofa and Arm-chairs made by Lane, Crawford & Co. (good as new), heavy Fife Carpets & Rugs, Blackwood Cabinets, Desk, Chairs, Stands, etc., Pictures and Engravings, curtains, etc.

DINING ROOM—Fumed Teakwood Mirror back Sideboard, Extension Dining Table and chairs, cabinets, etc., etc., made by Lane, Crawford & Co., and good as new, Dinner Service, Glass Ware, etc., and 8-day chiming clock.

BEDROOMS—White enameled Twin Beds, large and small Wardrobes, Toilet Tables, Chest-of-drawers, etc., including Stained Teakwood Boudoir Suite, all made by Lane, Crawford & Co., Axminster Carpets and Rugs, Curtains and Pictures.

HOT ROOM—Cupboards, etc., including Camphorwood Wardrobe and chest-of-drawers, Bath Room, Pantry and Kitchen Utensils.

Also
Electric Fans and Radiator, Tennis Netting and Sun Screens, a number of Fine Maiden Hair Fern, Pot Plants, 4 Garden Seats, etc., etc., and

Two "Milners" Combination Fire Resisting Safes.
(Full Particulars from Catalogue).
On view from Monday 2nd August.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, July 28, 1930.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

WEDNESDAY,
August 4, 1930, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, etc., etc.,
comprising:—

Overstuffed sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood White Enameled Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washboards, Dinner "Aggonis" Extension Dining Tables, and Chairs, etc., Dinner Service, Crockery, and Glass Ware, Cooking "stoves", Cutlery, etc., Bath Room Utensils, Electro-Plated Ware, Electric Heating Lamps and Fans, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, Carpets, new and second hand.

Also
One Good Piano, 1 Enameled Bath, American Ice Chest, and 1 large Electric Fan.
(Full Particulars from Catalogue).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, July 27, 1930.

INTIMATIONS.

ALEX. ROSS & COMPANY.
MACHINERY DEPARTMENT.

For Stocktaking purposes.—From Wednesday, the 28th inst. till Saturday the 31st inst. our MACHINERY DEPARTMENT will be closed to General Business.

We request that all inquiries and orders be sent in writing during the period of Stocktaking when same will receive our best attention.

HONGKONG TRAMWAY COMPANY, LIMITED.
(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1929, has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 25th day of August 1930, to Shareholders on the Register on TUESDAY, the 10th day of August 1930, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/8 per Dollar.

By Order of the Board,
R. J. WILTON,
Acting Secretary.
Hongkong, July 28, 1930.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1930, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 10th, to TUESDAY, August 19th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, July 17, 1930.

NOTICE.

WE have THIS DAY removed our Office to the top floor of Nos. 250 & 252, Des Voeux Road Central. (MESSRS. KWONG SANG HONG'S MAIN PREMISES).

MOW FUNG & CO., LTD.
Hongkong, July 18, 1930.

THE DRAGON MOTOR CAR CO.

WE have installed an additional TELEPHONE AND clients can now ring up No. 482 or 3552.

"S. S. FAUSANG."

Tenders are invited for the purchase of the wreck of the above steamer as she lies on Mainan Head Reef.

GILMAN & Co., Ltd.
Agents, The Salvage Association, London.
Hongkong, July 21, 1930.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

WEDNESDAY,
August 4, 1930, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

A Small Consignment of WHITE GOODS, etc., etc., comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battensberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Table Cloths, Linen Damask Serviettes.

Also
A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

Two Pairs Prismatic Binoculars. (All new goods and in small lots.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, July 27, 1930.

TAIYO & CO.

BOOTS AND SHOES
MADE TO ORDER.
No. 10, Wyndham St.

MUMEYA
Japanese Photographers.
All kinds of Photographic Work done in latest styles also Passport Photos.

Developing and Printing for Amateurs & Enthusiasts.

No. 24, Queen's Road Central.
Tel. 254.

WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

LOST.

LOST.—On THURSDAY, 22nd July, in or near Hongkong Tailoring Co. A PLATINUM BROOCH, set with one square cut sapphire and four diamonds, two on either side. Finder will be rewarded on returning same to THE SECRETARY, HONGKONG CLUB.

FOR SALE.

FOR SALE.—No. 1 Stewart Terrace, 87, The Peak—Apartment to Ham, play, Estate & Finance Co., Ltd., Alexandra Buildings.

TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak, near Barker Road Tram Station. Apply to Linstead and Davis, Alexandra Buildings.

THE CLEANING OF SUMMER FROCKS

Is an important matter and we make a specialty of refreshing light frocks and costumes so that they keep clean longer than when treated by ordinary methods.

Our processes are thorough and reliable. Our facilities and resources enable us to carry out all work quickly and our charges are really reasonable.

Write for Price List and See!

"JUST LIKE NEW"

A Suit cleaned and pressed in the "Diamond Way" really does look "Just like new." All spots, stains and other marks of wear are removed and the shape is restored by careful tailor-pressing.

Cleaners & Dyers.

The Diamond Dyeing and Drycleaning Co.

Agent CASSIM AHMED.

General Draper.

22, 24, Wellington Street.

Branch 28, Nathan Road, Kowloon.

LET US TELL YOU ALL ABOUT IT



THE SENGBUSCH AUTOMATICALLY CLOSING INKSTAND.

(HANDSOMELY MOUNTED)

NO BLOTS. NO DIRTY FINGERS.

INK SAVED!!

BREWER & CO., 23 Queen's Road C.

Tel. 598.

NEW YORK'S LEADING HOTELS

JOHN MEE BOWMAN President

COMMODORE

MANHATTAN

MURRAY HILL

BILTMORE

HELMONT

ANSONIA

This group represents every type of first-class hotel, all of which are centrally located.

THE SENG BUSCH AUTOMATICALLY CLOSING INKSTAND.

NO BLOTS. NO DIRTY FINGERS.

INK SAVED!!

BREWER & CO., 23 Queen's Road C.

Tel. 598.

TOWN RULED BY WOMEN.

Jackson, City, in Wyoming, as the result of elections, claims the distinction of being the first municipality in the world to elect an administration composed wholly of women.

One of the successful candidates defeated her own husband. Jackson, which has hardly 500 inhabitants, is the metropolis of the Jackson Hole district, long famous as one of the best big-game hunting centres in the United States, and was formerly the haunt of a goodly number of the "bad men" of the Wild West.

Some of the days of its evil pre-eminence have been "featured" by Owen Wister in "The Virginian." Jackson lost its more sombre distinction some years since, but the suffragists have put it on the map again.

CRAMP COLIC.

NO need of suffering from cramps in the stomach or intestinal pains. Chamberlain's Colic and Diarrhoea Remedy never fails to relieve the most severe cases. Use it at once, there will be no time to need for it after the attack begins. For sale by all Chemists and Druggists.

TOLD BY THE PARISH PRIEST.

A Story Of Cuba.

At Camal, in the island of Cuba, there lives the Reverend Father Villanueva, a priest who, like so many others of his cloth, is a "father" in deed as well as in name to the members of his flock. Hence it arose that he came invited to the office of the family priest, with what result he has since narrated as follows:—

"Some time ago when I was Parish priest in the village of Carlos Rojas, where I was an intimate friend. The oldest daughter, a beautiful child twelve years of age whose health was in a delicate condition, looked as if her life were fading away. She was so very weak and so depressed in spirit that she felt no desire for anything but solitude.

"I loved and still love this family with all my soul, and therefore soon took upon myself their misery, the more so when I learned that the doctors could not ascertain the nature of the child's malady. I went into consultation with several physicians deserving of all my confidence, but no one seemed to know what to do in so strange a case. Usual treatments to overcome the weakness having proved unavailing.

"At about this time a few booklets regarding Dr. Williams' pink pills for pale people came into my hands, and the pleasure of receiving the child cheerful and happy, full of color and life. Everything in her seemed to have undergone a change; instead of being pale as before she now had a rosy complexion, and her mind, before clouded by her malady, was now clear.

"In consideration of those facts I have not hesitated to recommend Dr. Williams' pink pills in as many cases of ailments resulting from impoverished blood or weakened nerves as have come to my notice among my acquaintances. And in the different towns where I have ministered as parish priest since then I have seen many proofs of the excellent results obtained with this renowned remedy.

"Testifying to the truth of the above, and feeling that I have thus fulfilled my duty for the good of my fellow-beings, I sign my name, TEODORO VILLANUEVA, Pastor."

Readers of this paper can obtain Dr. Williams' pink pills for pale people from local medicine vendors, or, if preferred, one bottle for a dollar and a half, six for eight dollars, post free from The Dr. Williams' Medicine Co., 96 Spruce Street, Shanghai. As a specific for diseases due to blood and nerve debility these pills enjoy a reputation which endures the world.

CROWD AND ART.

REMARKS OVERHEARD AT THE ROYAL ACADEMY.

What strikes one mostly at the Royal Academy, says the *Morning Post*, is the courage of the crowds that pass steadily through the seven-story rooms at Burlington House. Nothing, surely but a real love for art could make so many people, old and young, suffer from the grilling heat that poured through the glass roofs one afternoon recently. There was no doubt about their suffering. Everyone was more or less languid, but the interest in the show was such that only the faintest rested occasionally. The few that never sat down nor missed a single picture were the most communicative, and one followed them alert for information.

It was not a "swagger" gathering. Comfort rather than style characterised the women's costumes, and the criticism overheard was in the main equally sensible. The only oddities were two "habitués" of the Cafe Royal. The hair of each was "bobbed;" in fact, had it not been that one wore breeches, the other an economical skirt, both might have been mistaken for girls. The opinions of the trousered painter (a cubist) were more forcible than his figure.

"What do you think of that portrait?" asked the model.

"That! That is the last infirmity of an ignoble mind," was the reply. Another couple, somewhat short sighted, described the "Sunrise at Dedham Lock," by Mr. J. Walker West, as a shell bursting in mid air, and the portrait group (No. 19) was criticised thus: "Pretty, isn't it. But they've evidently had a tiff. Funny they should have wanted to be painted like that." The "Epsom Downs" by Mr. A. J. Muntings, was popular and more than one old lady wished she had a shawl like the girl's in the picture.

"What a curious effect," said a visitor of an investigating turn of mind, as she stood in front of Mr. Priestman's Giant Follies of the Stour. "I'll go out into the garden one evening and try to see things like that." A few yards farther along her companion broke in: "Must say I don't like that; never saw such waves and water; one wouldn't get wet in that summer sea." No 111 was dismissed as a "fright," 172 as "a short waste of paint," 206 gave an "entirely wrong impression of 'The Silence,'" and no "wise young woman would lie or walk in rank damp grass as do the girls in No. 261." An anachronism was noted in Mr. Harry Morley's *The Death of Hyacinthus*, two of the men wearing it was declared, "ordinary cardigan jackets"; and, remarked a lady with a long memory, as she bent before a portrait of a well known M.D. (14), "I remember being taken to that gentleman when I was a tiny little child."

The last bit of enlightenment one received was from an Art School Student. In the Gem Room she affirmed to (was it her Auntie?), "You see if you paint big things you can paint little things, but if you do little things you cannot do big things." The Auntie saw.

FIFTY YEARS AT SEA.

ROUND THE WORLD SEVEN TIMES.

Nearly 50 years at sea was the remarkable record of Mr. Augustus Topping, who died at Linton, at the age of eighty-three. Belonging to a Devon family of seafarers, he was apprenticed to the Mercantile Marine at the age of thirteen. Subsequently he sailed completely round the world seven times, and it was his boast that there was not a port which he had not visited. Five times his ship was wrecked, and on three occasions he helped to save the crews of other wrecked vessels. One of his earliest experiences was in a transport carrying troops to the Crimea. When in the China tea trade, in the days of the clipper, he took part in many fights with Malay pirates.

TOWN RULED BY WOMEN.

Jackson, City, in Wyoming, as the result of elections, claims the distinction of being the first municipality in the world to elect an administration composed wholly of women. One of the successful candidates defeated her own husband. Jackson, which has hardly 500 inhabitants, is the metropolis of the Jackson Hole district, long famous as one of the best big-game hunting centres in the United States, and was formerly the haunt of a goodly number of the "bad men" of the Wild West. Some of the days of its evil pre-eminence have been "featured" by Owen Wister in "The Virginian." Jackson lost its more sombre distinction some years since, but the suffragists have put it on the map again.

CRAMP COLIC.

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NOTICES.

PRIVATE CAR OWNERS!

WE CAN GARAGE YOUR CARS FOR \$10 PER MONTH.

EXPERT CHAUFFEURS SUPPLIED AT SHORT NOTICE.

ALL KINDS OF REPAIRS UNDERTAKEN.

PETROL, OILS, GREASES, TYRES, ETC., ALWAYS IN STOCK.

UP-TO-DATE SCHOOL OF MOTORING FOR TRAINING PROFESSIONAL DRIVERS.

FOR TERMS APPLY:

THE HONGKONG MOTOR CO.

141, PRATA EAST. TELEPHONE 1036.

SWATOW DRAWN THREAD WORK,

CANTON EMBROIDERY.

WHOLESALE AND RETAIL.

S. K. TSAN & CO.,

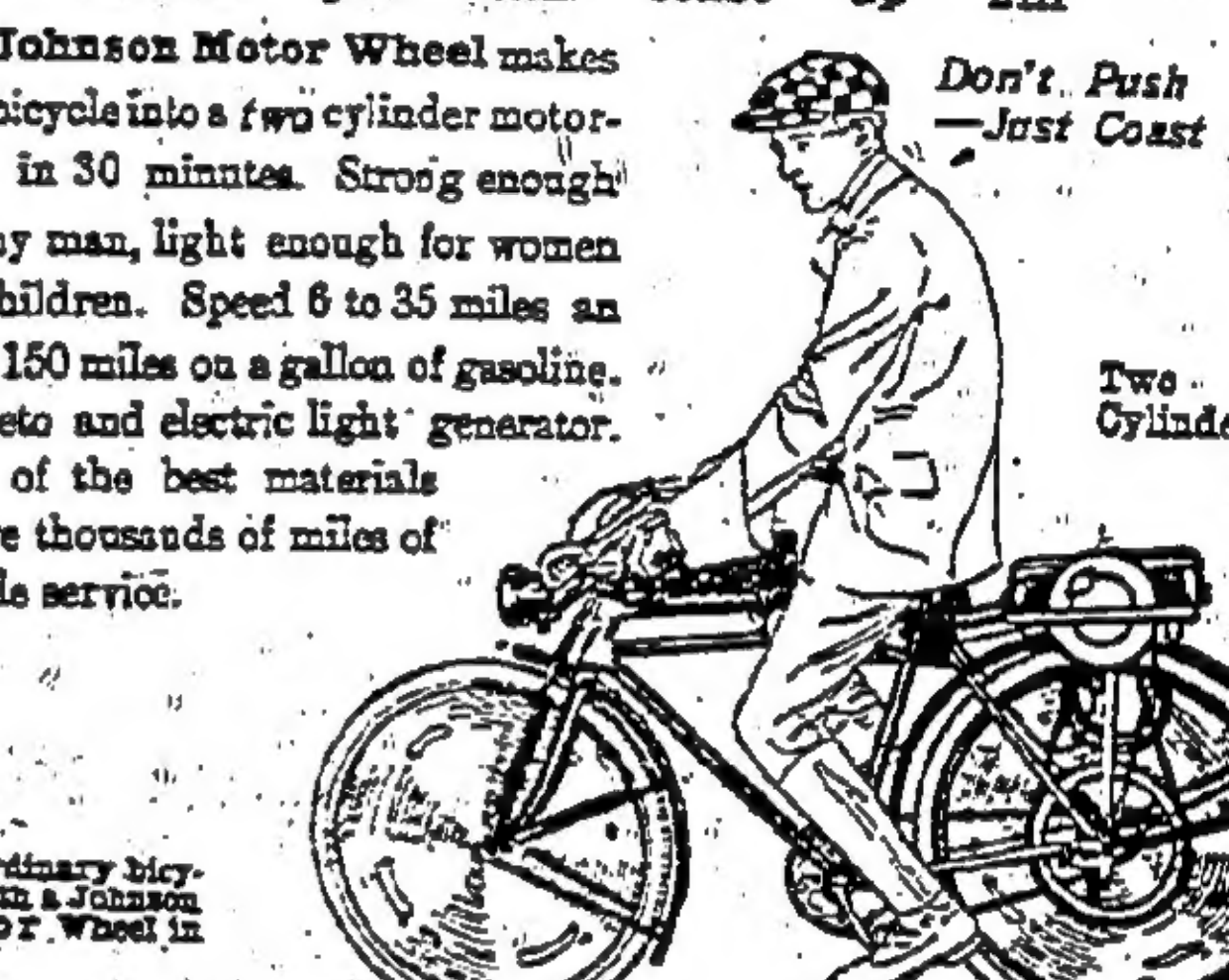
54, QUEEN'S ROAD CENTRAL.

P. O. BOX 564. CABLE ADDRESS TSANG.

Bicycle Riders.

Now you can coast up hill.

The Johnson Motor Wheel makes any bicycle into a two cylinder motor-cycle in 30 minutes. Strong enough for any man, light enough for women and children. Speed 6 to 35 miles an hour. 150 miles on a gallon of gasoline. Magneto and electric light generator. Built of the best materials to give thousands of miles of reliable service.



As an ordinary bicycle with a Johnson Motor Wheel in place.

Union Engineering Co., Ltd.

York Building, Chater Road.

LONG HING & CO., PHOTO SUPPLIES,

DEVELOPING & PRINTING A SPECIALITY.

No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

THE HOTEL ASIA

WEST BUND, CANTON.

The highest building in Canton affording a panoramic bird's eye view of the whole city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.

Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard room, Roof Garden, Cinematograph Theatre and every modern convenience provided.

Special monthly and family rates can be arranged on application to

THE SUN CO., LTD.,

Proprietors.

These Cigarettes are made of selected Mild

leaf tobacco and quite harmless to those who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, Hongkong.



GANDE, PRICE & CO., LTD
WINE AND SPIRIT MERCHANTS.
Tel. No. 136. 8, QUEEN ROAD, CENTRAL
HONGKONG

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8 a.m. and 5 p.m. (Sundays at 6 p.m.).

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Manama, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

S.S. "LOWTHER CASTLE"

Sailing on or about 31st July.

S.S. "EGREMONT CASTLE"

Sailing on or about 15th September.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "INNSBRUCK"

Sailing on or about 31st July.

FOR BRINDISI, VENICE, TRIESTE, ETC.

TAKING CARGO ON THROUGH BILLING

TO LEVANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "PILSNA"

Sailing on or about 5th August.

S.S. "INNSBRUCK"

Sailing on or about 15th September.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "BORNEO MARU"

Sailing on or about 2nd August.

FOR JAPAN.

S.S. "RUIJUN MARU"

Sailing on or about 30th July.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD., and APCAR LINES, connecting with

S.S. "UMONA"

Sailing on or about 5th August.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles).....Tuesday, 7th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

MEXICO MARU.....Friday, 13th August.

CHICAGO MARU.....Thursday, 9th September.

BOMBAY & COLOMBO—Regular fortnightly service via S. Pore.

SAIM MARU.....Beginning of August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARU.....Sunday, 1st August.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU.....Saturday, 31st Aug.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

HONOLULU MARU.....Thursday, 9th September.

JAPAN PORTS—Moji, Kobe, Yokohama, etc.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKURA MARU.....Sunday, 1st August.

TAKAO via SWATOW and AMOY.

BORNEO MARU.....Thursday, 29th July.

NEW ORLEANS.

BORNEO MARU.....Wednesday, 1st September.

Sailing dates and further particulars please apply to—

Y. YAMADA, Manager, No. 1, Queen's Building.

No. 744 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....Sailing Aug. 6th.

"HWA PING".....Sailing Sept. 1st.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents, 114, Cross Street, Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

PORT COURTESY.....July 30 at 10 a.m.
SWATOW & SINGAPORE.....July 30 at Noon.
CEBU.....July 31 at 4 p.m.
SHANGHAI & TIENTSIN.....July 31 at 4 p.m.
HONGKONG, PAKHOI & HAIPHONG.....Aug. 1 at 9 a.m.
AMOI, SHANGHAI AND FUKOW.....Aug. 3 at 10 a.m.
SWATOW & BANGKOK.....Aug. 3 at Noon.
MANTAI, CEBU & ILOILO.....Aug. 3 at 4 p.m.
SHANGHAI.....Aug. 5 at Noon.
WEIHAIWEI, CHEFOO & TIENTSIN.....Aug. 7 at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, amplitude. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone No. 28.

AGENTS.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ELDRIDGE".....About July 29th.

"CITY OF SPOKANE".....About Aug. 18th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"COAXET".....About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.

"ELETON".....About Aug. 5th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Manama.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "SAUCON".....About 15th Aug.

S.S. "CAPE MAY".....About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANAMA.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW".....About 15th Aug.

S.S. "EASTERLING".....About 15th Sept.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANAMA.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC" FREIGHT SERVICE.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

S.S. WEST MONTOP July 31. S.S. WEST MONTOP Aug. 2.

S.S. WEST HIKI Aug. 21. S.S. WEST HIKI Aug. 22.

S.S. VINITA Sept. 12. S.S. VINITA Sept. 13.

S.S. WEST HIKON Oct. 7. S.S. WEST HIKON Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points.

Shipper's connection with the Pacific, Santa Fe and Southern Pacific Railroads.

Head Office—LOS ANGELES, CALIF. Branch Offices—Kobe, SHANGHAI, MANILA, SINGAPORE. Hongkong Office—Princess's Buildings, Cross Street.

CHAS. & RICHARDSON, General Agent for South China.

SHIPPING

CPNOS

HONGKONG to VACUOVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VACUOVER

Empress of Asia July 29 Aug. 18

Monteagle Aug. 19 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Monteagle Oct. 21 Nov. 8

Empress of Japan Nov. 9 Nov. 20

Empress of Asia Nov. 18 Dec. 8

Empress of Russia Dec. 18 Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as complicated as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.N. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

For Rates and other information please apply to HONGKONG OFFICE.

Telephone 12. Cable address: CACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS. "NANKING" (15,000 tons) "NILE" (11,000 tons) "OHINA" (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "OHINA"

August 19th 1920. August 23rd 1920. September 24th 1920.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE

O. H. RITTER, Tel. Passenger Dept. 1934.

Prince's Buildings, 100, Cross Street. Tel. Freight Dept. & Agent, 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAIPHONG.....Capt. W. G. Passmore.....TUESDAY, 3rd August, at 2 p.m.

HAICHONG.....Capt. A. H. Sigwart.....FRIDAY, 6th August, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to KEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and JAFFE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MARSHALLS AGENTS

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED

For

LONDON....."KANSAS".....On 10th Sept.

LONDON....."WAZEL".....On 20th Sept.

Subject to change without notice.

Or to REES & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG:

"CITY OF OMAN".....21st July.

"BIRMINGHAM CITY".....27th Aug.

"HONGKONG".....28th Sept.

"CITY OF DUNKIRK".....30th Sept.

Call also at Yokohama.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE & THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REES & CO., LTD., CANTON.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW.

July 30.—C. N. Lianchow.

Aug. 1.—C. S. N. Chipping.

1.—C. S. K. Amakusa Maru.

2.—D. L. Suiyang.

3.—J. C. J. L. Tientsin.

3.—C. N. Luchow.

4.—D. L. Haiching.

AMOY.

Aug. 1.—O. S. K. Amakusa M.

3.—D. L. Suiyang.

3.—C. N. Luchow.

4.—D. L. Haiching.

FOOCHOW.

Aug. 3.—D. L. Suiyang.

4.—D. L. Haiching.

SHANGHAI.

July 30.—C. S. N. Hangsang.

31.—C. N. Chusan.

31.—P. O. Dunera.

Aug. 1.—

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"LAHORE"	3200	12th Aug.	MASSILLON LONDON & A'warp.
"KALAN"	5000	14th Aug.	MASSILLON LONDON & A'warp.
"PLASSY"	7400	26th Aug.	MASSILLON LONDON & A'warp.
"RHIVA"	7000	14th Sept.	MASSILLON LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TORILLA"	5200	3rd July at 1 p.m.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4000	15th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
"KAROWNA"	7000	22nd Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	2000	30th July	Shanghai and Kobe.
"DUNBAR"	3400	31st July	Shanghai only.
"JAPAN"	6100	3rd Aug.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers only travel by P.O.S.N. Company's steamers between Singapore and Calcutta. Singapore and Madras in lieu of the section of their P. & O. tickets. Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice. Passengers measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Calling Manila)	Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila)	Monday, 16th Aug., at 11 a.m.
FUSIMI MARU	Saturday, 14th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

IYO MARU	Thursday, 28th July, at Noon.
ATSUTA MARU	Tuesday, 10th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

KANAGAWA MARU	Friday, 20th August.
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SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Wednesday, 18th August, at 11 a.m.
TANGO MARU	Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via the Suez Canal.

AKITA MARU	Thursday, 26th August.
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SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban and Cape Town.

PENANG MARU	Monday, 9th August.
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BOMBAY & COLOMBO via Singapore.

TENSHIN MARU	Friday, 20th August.
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CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU	Wednesday, 28th July.
PENANG MARU	Monday, 9th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 21st August at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU	Friday, 30th July, at 11 a.m.
SHINGO MARU	Saturday, 31st July.
KAGATO MARU	Monday, 9th August.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 201 & 202.

SHIPPING

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

THE S.S. "METHVEN"

Will be despatched on or about the 30th JULY.

FOR SINGAPORE

Taking Cargo at Current Rates of Freight.

For space & further particulars, apply to—

P. A. COX,

Acting General Agent,

C. P. O. S. LTD.

PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" via Suez Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA.

CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,

Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

STEAMERS.	TONS.	LEAVE HONGKONG.
SIBERIA MARU	20,000	Aug. 10th (from Yama).
TERYO MARU	22,000	Aug. 15th.
SHINYO MARU	22,000	Sept. 5th.
PERIA MARU	9,000	Sept. 17th.

*Omitting call at Shanghai. *Calling at Keelung.

SOUTH AMERICAN LINE. HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE. THROUGH BY TRANS-ANDER ROUTE TO BUENOS AIRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	15,000	Sept. 5th.
SEIYO MARU	14,000	Nov. 8th.

For full information regarding passengers freight, and sailings, apply to—

King's Building. Agents at Canton: Y. TSUTSUMI, Manager. Tel. Nos. 2274 & 2275.

Messrs. T. E. GRIFFITHS, LTD.

NOTICE.

We can supply the Best Steaming Coal on Short Notice for Ships and Local Consumers. Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

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No. 78, Des Voeux Road Central.
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HOO CHEONG WO & CO.
Shipchangers, Metals and Hardware Merchants,
Salt Makers and General Storekeepers.
51 & 52, CONNAUGHT ROAD CENTRAL, HONGKONG.
Telephone No. 591. Code A. B. C. 5th.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 300 feet long.

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Shipyard: Shun-Sui-Po, Kowloon, Hongkong. Telephone No. 9.
Machinery furnished on application.
Hongkong, April 1, 1912.

WING KEE & CO.

29, CONNAUGHT ROAD CENTRAL.
COAL MERCHANTS.
SHIP-CHANDLERS, COMPRADORES AND STEVEDORES.
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A. KWAI & CO

24 & 25, CONNAUGHT ROAD CENTRAL, HONGKONG.
"NAVY CONTRACTORS"
Ship-Owners, Coal Merchants, Salt Makers, General Storekeepers, and Soap and Soda Manufacturers.
Cable Add: "A. KWAI." Tel. 144.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Steamship
"RIJUN MARU."
FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 28th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent. All claims against the steamer must be presented to the Underinsured, on or before the 14th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, July 27, 1920.



MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)
COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARI, KIRIHARA, YOSHINOYARI, SOJO, NAKAMOTO, SATO, KIRIYAMA, KASAHARA, KIRIYAMA, KASAHARA, and OYUBARI.

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Cable Address:—IWASAKIHAL
Codes:—A. I. A. B. C. 5th Ed.
Western Union and Bantley.

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The Osaka Marine & Fire Insurance Co.

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No. 14, PRINCE STREET, HONGKONG.

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Godowns 786.

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BOOKS & PAMPHLETS SPECIALTY

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Programmes, Menus, etc., etc.
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Clear Proofs and prompt delivery
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U. S. MAIL LINE.
Operating the New First Class Steamers
"EQUADOR," "VENEZUELA"
& "COLOMBIA"
HONGKONG TO SAN FRANCISCO.
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT
The most comfortable route to America and Europe.
Sailings from HONGKONG at NOON.
"VENEZUELA" ... Wednesday, Aug. 11th.
"EQUADOR" ... Wednesday, Sept. 8th.
"COLOMBIA" ... Wednesday, Oct. 6th.
For Haiphong, Saigon & Singapore.
"LAKE GILMAN" ... Friday, July 30th.
"PACIFIC MAIL S.S. CO."
HONGKONG. Cable Address "PACIFIC MAIL."
Telephone 141.

Koninklijke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

"VAN WAERWYCK"

Will be despatched on 18th August.
To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.
Wireless Telegraphy.

For Freight and Passage apply to:
JAVA-CHINA-JAPAN LIJN,
Telephone No. 1574. Agents.

WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers
For
SEATTLE-TACOMA-VICTORIA-VANCOUVER
via Kobe and Yokohama.

"WEST IVAN" 18th August.
"DELIGHT" 26th August.
Further sailings to be announced later.

Through B/Ls issued to all Overland Common Points
in U.S. and Canada.

For rates and further particulars apply to
FRANK WATERHOUSE & COMPANY,
3rd Floor, HOTEL MANSIONS Tel. No. 2807.

KAIPING

COAL.

COKE

FIREBRICKS.

KAILAN MINING ADMINISTRATION
Head Office:—TIENTSIN.

AGENTS: DODWELL & CO., LTD., HONGKONG.

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THE CHRONOMETER AND WATCH MAKER
(Contractor to H.M. Naval Yard).
9, ICE HOUSE STREET, HONGKONG.

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LARGE STOCK OF SHIPBUILDING MATERIALS,
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Also Shipchandlery Articles.

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And All Leading Japan Ports.

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Shape 69—Made of white Pique. Same shape as 66. To those who like a rather firmer collar this pique material will appeal. Eyelet holes for safety pin. NEW STOCKS IN ALL SIZES.

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& CO., LTD.
Men's Wear Specialists.
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TYPHOON AT HAIMEN.

TOWN HALF WIPED OUT.

DAMAGE ESTIMATED AT \$1,000,000.

Writing to the North China Daily News from Haimen on July 18 a correspondent said on Wednesday, July 14, the trouble started. We were at Shihpu and intended to leave that evening by the str. "Pao Hua" for Haimen. The wind began to freshen at 4 p.m. We got our effects on board and were then informed by the Captain that owing to the falling of the glass and the continual increase of the wind, he considered that leaving for Haimen would not be advisable, and so decided to remain at anchor until the weather improved. He accordingly steamed to the most sheltered part of that harbour where we remained that night.

At dawn of the following day, the wind had increased considerably and continued to grow more violent throughout the day, until at 11 p.m. part of the superstructure was carried away and as the strain was becoming too great for the single anchor down, another was let go. Throughout that night there were many anxious moments but nothing parted and at dawn of the following day, Friday July 16, the wind was a good deal easier. By noon, although the glass was still decidedly low, the Captain thought it safe to continue the voyage to Haimen, which was by no means pleasant as bad weather was met when we got outside. We eventually arrived at Haimen at 7 p.m.

A TIDAL WAVE.

It was almost dark when we got up the river, but we noticed a water-logged sampan floating down with the current; however we did not give it a second thought other than thinking it had been blown off shore during the previous night, so we were altogether unprepared for the sight which met us when off the town itself. One could not see with any clearness, but certain things were all too apparent. Every wharf and jetty had gone including the long wood jetty used by the S. O. Co. installation, the iron pontoon used by the steamship companies was a wreck and partially sunk, no sampans were to be seen, and few junks; however, after a wait of about an hour, a sampan came for us. As it was too dark to think of conveying the baggage, we left same on the steamer, hoping to have it delivered on the following day. On landing it was seen at once that practically all the town immediately in that vicinity on the river front was a ruin, in many cases many shops, which we knew well, were entirely gone.

We proceeded through flooded street (about 2 feet) to our quarters. On arrival there, we received a full account of the typhoon which has played such a havoc. High winds were experienced during the latter part of Tuesday and continued to increase throughout the following day. At 6 p.m. on Thursday, the outer wall of the Yung An Steamship Co.'s building blew in and at 8 p.m. the town was invaded by a tidal wave which at that time was only about 18 inches deep, but which rapidly increased to a depth of five feet, even in the back streets. I believe that the R. C. Mission buildings situated on a hill were not in any way damaged.

THE LOOTERS.

From 8 p.m. onwards it is difficult to obtain a collected account of what actually occurred, it was undoubtedly a scene of terrible distress and chaos, sampans floating up the streets, houses falling, strong walls collapsing, screams of drowning men, cries of

little children and women imprisoned in falling masonry, the dead and drowning drifting hither and thither and no one to retrieve the dead or succour the drowning. The tragedy continued until midnight, when as soon as the water began to subside, looters began their work. These were of the worst of the fishing classes, they worked several men to a crew, swam through the flooded streets, propelling before them roughly made rafts: it was an easy matter for them to enter the godowns and shops as the doors were burst in by the flood. Any commodity they could obtain was game to their net, often taking cases of goods which were already irretrievably ruined by water. A merchant that escaped both looters and the flood was indeed fortunate. I have not yet heard of one.

500 LIVES LOST.

Property damaged or destroyed is as follows: Practically all river frontage is gone, all shops and buildings along the river are either in complete ruin or the ground floor has been destroyed. I have already said that all jetties, pontoons etc. along the river have been destroyed.

The loss of river craft is very heavy, however the sampans got off fairly well, probably on account of their lightness in comparison to the junks. About 30 per cent. of the former were saved. Sampans and junks strew the interior country for miles, sampans have been found washed as far inland as 10 li, while junks are frequently seen at half this distance.

It is impossible to estimate as yet the casualties, as so many bodies will have been taken out to sea on the receding tide. Those in the immediate vicinity of Haimen, must number nearly 500, probably far more. At the junction of the Taichowfu and Hwang Yu Rivers, over 200 bodies of men, women and children were seen floating, but these are not included in the above estimate, as it is impossible to say to what district they belong. Nothing is yet known of the damage done to other towns and villages in this neighbourhood. Rumour states that both Taichowfu and Hwangyu have also suffered, but this is not certain.

Over 100 brick houses have been destroyed and ten times this number of straw houses.

A MILLION DOLLARS AT LEAST. The destruction of property in Haimen alone amounts to at least \$1,000,000. Opium held clandestinely by certain merchants and lost or looted during the flood, will probably total another half a million, while it is quite impossible to estimate the damage done to the crops, because as yet the farmers do not know if any can be saved, certainly not more than 30 per cent. at the most for the distance of many li.

I have sent a number of films showing the damage done to Messrs. A. S. Watson & Co. where those who are interested can obtain prints.

On both Friday and Saturday nights the town was again flooded, but as I write (Sunday morning) the town is practically clear of water again, but there is still a large amount of debris in the streets.

It would take the pen of a real writer—which I certainly do not profess to be—to describe the many heart-rending scenes which are of daily occurrence. This calamity has, it seems to me hit the people in an exact ratio to their wealth, as such happenings very often do. The wealthier classes lived farthest from the river and so got off the lightest, while the shopkeepers had part of their buildings destroyed and lost part of their stock in trade, but the really poor who lived in straw huts along the river front, and in the neighbouring villages, lost usually their all. Their houses were swept away or collapsed, very often

"THE PRINCE'S ACCIDENT."

CURIOUS CHAIN OF EVENTS.

BULLOCK AVERTS TERRIBLE
DISASTER.

Admiral Halsey has made the following statement to the Australian Press representatives:—

"When the accident occurred the Prince was in the sleeping apartment talking to me. He was sitting on my bed. I was sitting on the arm of a chair writing a letter when the car began to bump violently. The Prince said, 'Something is wrong.' I looked quickly out of the window, and replied, 'We are off the rails.' There was nothing to be done; it was no good getting panicky. We both sat tight. Then the car headed over, and capsized on its side. The Prince was all right. The bed on which the Prince was sitting ran crosswise athwart the compartment. All the bedclothes fell against the end of the bed next to the wall of the car, which had fallen over. The Prince fell against the bedclothes, which broke his fall. He came up against the end of the bed, which was against the wall of the car. The wall was scraping over the rails and sleepers. I was thrown to the door and fell against the window, which broke. I was against the side of the car, which was being scraped over the line. I could see the rail and sleepers against which the car was grinding. All the furniture in the car, including a table and heavy chairs, was flung on top of me. I have had many narrow escapes in my time. This one was certainly the narrowest. The Prince remained perfectly calm and self-possessed. The reason why we did not emerge sooner was that we had to collect our effects. My despatch box was open. Many papers of the utmost importance were scattered about the car. I had to collect them carefully and put them away before leaving. The Prince also had to collect his belongings. Our sleeping apartment was in the centre of the Royal car. We were completely cut off from the ordinary exit when the car toppled over. After some time we were helped up through the window, which then formed part of the roof of the capsized car. I do not understand how it was the Prince and I were not killed. I can express no opinion regarding the cause of the accident."

Immediately after the cars overturned the kitchen of the Ministerial car took fire while the Prince and Admiral Halsey were still imprisoned in the adjoining car. The cooks and attendants climbed to the roof of the Ministerial car and poured buckets of water on the fire extinguishing it. A curious chain of events preceded the accident. A bullock got on the track near a small roadside station called Wilgstrup. The driver of the first engine had to stop the train, descend to the track and throw stones at the bullock to compel it to clear off. On resuming the train had not got up speed when the derailment happened. The train was only going 12 miles an hour. It had been going at the previous pace of 20 to 25 miles it would have been a most terrible disaster.

burying the family beneath. It is usually the children's bodies which are found amongst the wreckage. TRAGIC SCENES IN THE RUINS.

It would take too long to recount the many pathetic sights which are so very common. In one instance the body of a dead fisherman is exposed for friends to claim him. In another, wreckage of houses is being removed and the father and mother are standing anxiously expecting to find the bodies of their two missing little ones. Time goes on, all the wreckage is removed and no babies are found. Hope gathers again in their hearts; perhaps after all they have escaped. But that hope is a false one: someone opens a cupboard still in good repair and finds the two little bodies inside. The poor mother is led away hopelessly mad while the father gathers his children and places them tenderly in rough wooden cases. Perhaps he will be able to afford a coffin but probably not. Where is the money for a coffin to come from, when everything is gone?

Another picture: a very old woman has lost her two sons. There is no one in all the world to care for her now, she can only pray that death will take her quickly.

Believe me, my masters, this is a very hard country for the very poor. You and I make our living out of it, can't we do something for it?

TROTSKI TALKS.

A Manchester Guardian man had an interview with Trotsky recently. Trotsky talked as follows:—

"As you know, we have thousands of Kolchak and Denikin officers prisoners. We have not shot them, although they shot every Communist they could catch. I ask them, 'What are we to do with you?' They reply at once, 'Send us against the Poles.' There is a certain feeling among that kind of Russian that the Polish attack is a sort of base ingratitude. Poland was definitely freed by the Revolution. Russia resigned her right to Poland, and now the Poles by way of gratitude want to attack Russia. There are Russians who think that Poland will be reconquered and again made part of Russia. We, of course, desire nothing of the kind."

I told him I had had conflicting answers from various people as to the existence or abolition of the system of Political Commissars in the army. He replied:—

"We are proceeding to abolish them in two ways. In the first place, we are training Red officers from the workmen. That, however, does not give us a very great number as yet. In the second place, more and more men who were Political Commissars, Communists, are now becoming fit to take command. And, on the other hand, there are more and more of the old officers to whom we have grown accustomed, who have grown accustomed to us, have seen us close at hand, have worked with us, and are as devoted to the Red army and as trustworthy as ourselves. Many of these officers have become Communists. Many others, while not becoming Communists, are completely devoted to their duty for quite other reasons."

We turned then to the question of industrial conscription. I told him that the previous night I had heard him say something which I had not been able to remember accurately, to the effect that the idea of industrial conscription is not a new ingraft on Socialism, but has always been implicit in the idea.

"Of course," he replied. "What is the Socialist idea of society but the idea of a society in which parasitism shall be destroyed, a society in which there shall be no parasites? That does not mean that you have to stand over the parasites with a revolver, but it does mean that measures of compulsion may be applied to people who are unwilling to fulfil their duty to the State."

"There will be discontent among the mobilised peasants, perhaps. But not if they see results. And as for the workmen, there is not a workman in Russia who does not realise that the re-establishment of transport and so of industry is an affair vital to himself."

I said, "What about the skilled workman? As an Englishman, with the tendencies to practical anarchism inherent in my race, I should object most strongly if I were mobilised and set to work in a particular factory. I should immediately want to work in some other factory, just for the sake of not doing what I was forced to do."

"You would now. But you would not if you had been through a revolution, and seen your country in such a state that only the united concentrated effort of everybody in it could possibly re-establish it. That is the position here. Everybody knows the position, and that there is no other way. But once things begin to improve, the need for compulsion will disappear, together with the crisis, and eventually work will become a kind of sport."

With my last question I returned to the Polish war. "Do you think," I asked, "that the Polish war, if it develops, will mean a long postponement of the work of reconstruction?"

"No, I do not. In the first place we shall not be fighting on a number of fronts simultaneously. Secondly, the actual effort required will be only a fourth or a third of that used during the crisis of the civil war. Thirdly, our army is now a different thing from what it was. We now have regular divisions known by the names of their commanders, bound by esprit de corps, with known characteristics and qualities. We are no longer fighting with untutored tools, solving equations with several unknown quantities. We are using for definite purposes troops which have already proved that they are fit for those purposes. Finally, the condition of Poland is such that the struggle should not last long. They may take Smolensk, but two months after that should see them defeated."

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516, cross you. Phone No. 3516.

FAR EASTERN PASSAGES

GRIEVANCES VENTILATED.

QUESTION IN PARLIAMENT.

The special Parliamentary correspondent of the Singapore Free Press, writing from the House of Commons, on June 8, says:—

Mr. Houston, the great Liverpool shipowner, has performed a public service by ventilating some of the grievances from which passengers to the Far East have suffered. The totally insufficient accommodation provided for first-class passengers has too frequently been the subject of bitter complaint and it is hoped that the notice of Parliament action will be taken to remove the grievances. I am informed that the conditions on board the "Huntsgreen" were not by any means exaggerated by Mr. Houston and that the victims included several passengers to Singapore.

The matter was brought forward by Mr. Houston asking Colonel Wilson, the Parliamentary Secretary to the Shipping Controller, the following series of questions:— Whether the transport "Huntsgreen," formerly the Norddeutscher Lloyd steamer "Derfflinger," which sailed from this country on or about March 19 last for Bombay, Singapore, and Hongkong, embarked a large number of troops, families, ladies, and repatriated officers and men; whether he is aware that, whilst no complaint was made in connection with the first class accommodation, the allocation of same and the arrangements in connection with the embarkation of the passengers were deplorable; whether he is aware that a large portion of the second class accommodation was used for officers and their wives and families entitled to first class accommodation, and that to gain access to this second class accommodation the occupants, including the ladies, required to pass along the after well deck occupied by troops' latrines, and wash-houses, often in a filthy condition; that as these second class cabins, occupied by first class passengers, were aft of the second-class saloon, it was necessary for the ladies to frequently pass through the saloon whilst the warlike and non-commissioned officers were at their meals; that, while the ladies were subjected to this inconvenience, numbers of unmarried subalterns were quartered in the first class state rooms; whether he is aware that no intimation of having to accept second class accommodation under the circumstances was given to anyone until actually on board; whether he is aware that a captain in the Royal Army Medical Corps, his wife, and four daughters aged 22, 20, 14, and 12 were allotted to and expected to occupy one four-berth cabin in the second class accommodation; whether he is aware that for 13 days during the voyage no fresh water was obtainable in the second class cabins; can he state which Government department was responsible for the unsatisfactory condition attending the embarkation of the passengers and can he give any assurance that further passengers proceeding to the East shall receive better consideration and conditions.

Colonel Wilson, in reply, said: I am afraid I cannot undertake to give detailed answers to all the numerous points raised in this long question, and I had not previously heard that complaints had been made as to the character of the accommodation provided on this vessel. I have gone very carefully into each of these points mentioned in the question, and am satisfied that, though, owing to extreme pressure on passenger accommodation to the Far East, it was not possible to give precisely the same character of accommodation as under normal conditions, every effort was made by the officers of the Ministry of Shipping and War Office to secure that the ship would be in every respect fit for the carriage of the passengers.

PRINCE OF WALES.

VISIT TO MALAYA.

These is good reason to believe that the Prince of Wales, on the conclusion of his visit to India, which will begin in November and probably cover the greater part of the cold weather season, will go on to Malaya. Having regard to the length of the tour through India it is probable that the date of his arrival in Malaya will be sometime early in the month of April 1921.

CAN YOU AFFORD THE RISK? WERE you ever seized with a severe attack of cramp colic or diarrhoea without a bottle of Chamberlain's Colic and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Storekeepers.

NOTICES.

DAIRY FARM NEWS.

New shipment of

FROZEN SMOKED FISH

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Finnan Haddocks	50 " " "
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Sherry	...	6.75 "
Port	...	6.75 "
Claret	...	8.50 "
Champagne	...	12.50 "
Finger Bowls	...	12.50 "
Tumblers	...	9.50 "

THE "BALMORAL" SUITE.

A beautiful Floral Design and a first class quality Crystal.

Liqueur Glasses	...	\$7.50 per doz.
Sherry	...	8.50 "
Port	...	8.50 "
Claret	...	10.50 "
Champagne	...	14.50 "
Finger Bowls	...	14.50 "
Tumblers	...	10.50 "
1 pint Heavy Base Tumblers	...	4.50 "
Pint Size Soda Tumblers	...	10.50 "

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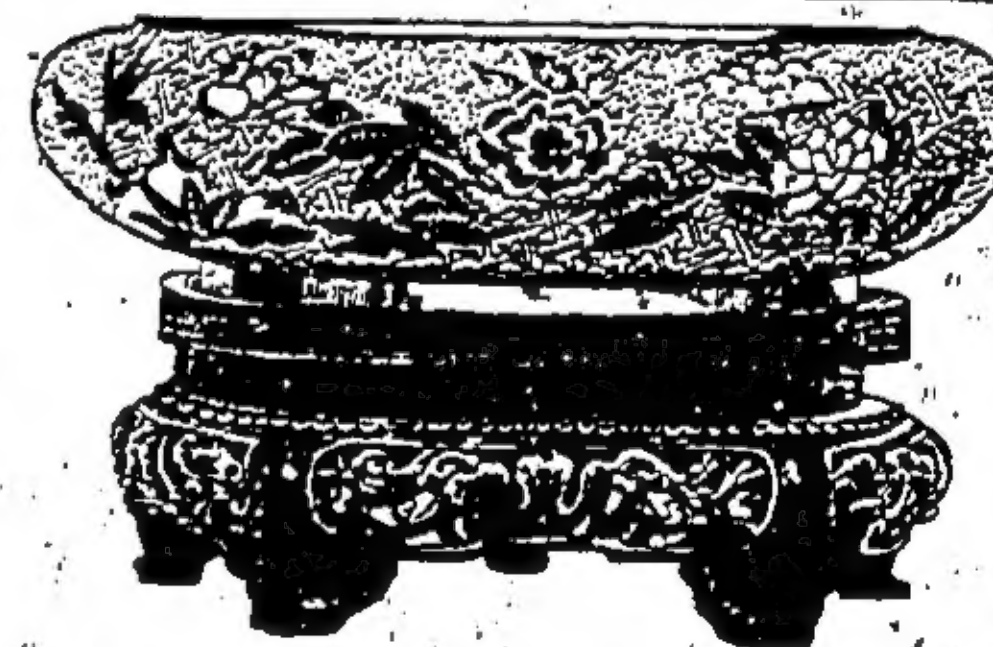
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SOLE AGENTS IN

CHINA, HONGKONG

AND MACAO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

JAPAN PORTS.

July 30.	N. Y. K.	Kago Maru
31.	P. & O.	Takada.
31.	N. Y. K.	(D. & Co.) Inasbruck.
31.	N. Y. K.	Shingo Maru.
Aug. 2.	N. Y. K.	(D. & Co.) Borneo M.
3.	M. M.	Adre Lebon.
3.	N. Y. K.	Japan.
4.	P. & O.	Ranowna.
8.	P. & O.	Plasy.
8.	N. Y. K.	Theseus.
9.	P. & O.	Jepore.
14.	N. Y. K.	Tokio Maru.
14.	C. I. L.	Tijl De.
15.	M. M.	Paul Leat.
17.	P. & O.	Khiva.
18.	N. Y. K.	Tanro Maru.
20.	P. & O.	Madras.
21.	N. Y. K.	(D. & Co.) Hungary.
21.	N. Y. K.	Armand Behie.
21.	N. Y. K.	Nanvin.
Oct. 8.	P. & O.	Tecur.

AMERICAN PORTS.

VANCOUVER.

Aug. 12.	C. P. O. S.	Monteagle.
12.	N. Y. K.	West Ivan.
13.	N. Y. K.	City of Spokane.
13.	O. S. K.	Africa Maru.
25.	N. Y. K.	Delight.
26.	C. P. O. S.	Empress of Russia.
Sept. 14.	C. P. O. S.	Empress of Japan.
17.	N. Y. K.	Merile Dellar.
23.	C. P. O. S.	Empress of Asia.
30.	N. Y. K.	Harold Dollar.
Oct. 3.	C. P. O. S.	Empress of Russia.
26.	C. P. O. S.	Monteagle.

VICTORIA.

Aug. 12.	N. Y. K.	West Ivan.
13.	N. Y. K.	Tor-hashi Maru.
13.	N. Y. K.	Kashima Maru.
13.	N. Y. K.	City of Spokane.
21.	O. S. K.	Africa Maru.
25.	N. Y. K.	Delight.
Sept. 11.	N. Y. K.	Fushimi Maru.

SEATTLE.

Aug. 7.	S. & D.	West Ivan.
12.	N. Y. K.	Elkton.
12.	N. Y. K.	West Ivan.
13.	N. Y. K.	Toyohashi Maru.
16.	N. Y. K.	Idon.
16.	N. Y. K.	Kashima Maru.
18.	N. Y. K.	City of Spokane.
21.	O. S. K.	Africa Maru.
23.	N. Y. K.	Delight.
26.	N. Y. K.	Talhybuis.
Sept. 11.	N. Y. K.	Fushimi Maru.
Oct. 6.	N. Y. K.	Tynderus.
Nov. 2.	N. Y. K.	Talhybuis.
Dec. 30.	N. Y. K.	Tynderus.

TACOMA.

Aug. 12.	N. Y. K.	West Ivan.
13.	N. Y. K.	City of Spokane.
13.	O. S. K.	Africa Maru.
25.	N. Y. K.	Delight.

PORTLAND.

Aug. 22.	N. Y. K.	Coast.
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SAN FRANCISCO.

July 31.	J. P. L.	Tipton.
Aug. 6.	N. Y. K.	Flitton.
10.	N. Y. K.	West Ivan.
11.	P. M. S.	Venezuela.
12.	C. M. S.	Nanking.
20.	C. M. S.	Nie.
20.	J. P. L.	Arakan.
Sept. 6.	T. K. K.	Shimo Maru.
6.	P. M. S.	Ecador.
17.	T. K. K.	Poria Maru.
34.	C. M. S.	China.
37.	T. K. K.	Korea Maru.
Oct. 6.	P. M. S.	Columbia.

LOS ANGELES.

Aug. 3.	L. A. P. N.	West Monton.
26.	L. A. P. N.	West Hike.
Sept. 10.	L. A. P. N.	Vinita.
Oct. 10.	L. A. P. N.	West Hixton.

VALPARAISO.

Sept. 9.	T. K. K.	Anjo Maru.
9.	T. K. K.	Sato Maru.
Aug. 9.	N. Y. K.	Pensacola Maru.
13.	O. S. K.	Mexico Maru.

NEW YORK.

July 31.	D. & Co.	Lowther Castle.
Aug. 7.	D. & Co.	Grace Dollar.
15.	N. Y. K.	Lagg.
15.	N. Y. K.	Saguen.
Sept. 9.	O. S. K.	Honolulu Maru.
12.	D. & Co.	Esperanto Castle.
15.	A. L.	Cape May.

(Via Suez).

Aug. 1.	N. Y. K.	City of Oran.
26.	N. Y. K.	Akita Maru.
27.	N. Y. K.	Hirongham City.
Sept. 6.	N. Y. K.	Ningchow.
20.	N. Y. K.	City of Dunkirk.
Oct. 1.	N. Y. K.	Ajax.

BOSTON.

July 31.	N. Y. K.	City of Oran.
Aug. 27.	N. Y. K.	Rimingham City.
Sept. 20.	N. Y. K.	City of Dunkirk.

DUBBAN AND CAPETOWN.

(Via Buenos Aires, Rio de Janeiro, Santos and Mauritius).

Sept. 30.	S. K.	Ching Maru.
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EUROPEAN PORTS.

Aug. 3.	L. T. D. (D. & Co.)	Pilona.
Sept. 2.	L. T. D. (D. & Co.)	Inasbruck.
Oct. 2.	L. T. D. (D. & Co.)	Hungary.

GENOA.

Aug. 13.	J. M.	Glenora.
21.	N. Y. K.	Bellerophon.
Sept. 11.	N. Y. K.	Cybele.
Oct. 5.	N. Y. K.	Euryalus.
19.	N. Y. K.	Titan.
Nov. 16.	N. Y. K.	Tecur.

MARSEILLES.

Aug. 13.	P. & O.	Lahore.
17.	N. Y. K.	Amazona.
18.	P. & O.	Kalyan.
26.	P. & O.	Phary.
Sept. 7.	O. S. K.	Alps Maru.
7.	N. Y. K.	Jepore.
11.	N. Y. K.	Cyclops.
14.	N. Y. K.	Khiva.
23.	O. S. K.	Atlas Maru.
Oct. 5.	N. Y. K.	Euryalus.
21.	O. S. K.	Kanai.
18.	N. Y. K.	Titan.
Nov. 2.	N. Y. K.	Peles.
18.	N. Y. K.	Tecur.

LONDON.

Aug. 2.	J. M.	Glenora.
10.	N. Y. K.	Alps Maru.
12.	N. Y. K.	Glenora.
12.	N. Y. K.	Lahore.
17.	N. Y. K.	Prometheus.
17.	N. Y. K.	Phary.
18.	N. Y. K.	Kalyan.
32.	N. Y. K.	Glenora.
32.	N. Y. K.	Phary.
31.	N. Y. K.	Proteus.
Sept. 6.	J. M.	Glenora.
7.	O. S. K.	Alps Maru.
7.	N. Y. K.	Jepore.
10.	N. Y. K.	Phary.
14.	N. Y. K.	Khiva.
20.	N. Y. K.	Swai.
21.	N. Y. K.	Mentor.
22.	N. Y. K.	Lyon.
23.	N. Y. K.	Atlas Maru.
Oct. 2.	N. Y. K.	Nasim.
12.	N. Y. K.	Idomeneus.
28.	N. Y. K.	Tecur.

HAVRE.

Aug. 7.	N. Y. K.	Prometheus.
10.	N. Y. K.	Kalyan.
14.	N. Y. K.	Alps Maru.
17.	N. Y. K.	Phary.
31.	N. Y. K.	Proteus.
Sept. 7.	N. Y. K.	Alps Maru.
7.	N. Y. K.	Phary.
14.	N. Y. K.	Alps Maru.
15.	N. Y. K.	Phary.
21.	N. Y. K.	Mentor.
Nov. 2.	N. Y. K.	Phary.

LIVERPOOL.

Aug. 14.	N. Y. K.	Alps Maru.
20.	N. Y. K.	Bellerophon.
20.	N. Y. K.	Kanayama Maru.
Sept. 11.	N. Y. K.	Phary.
11.	N. Y. K.	Cyclops.
Oct. 5.	N. Y. K.	Euryalus.
18.	N. Y. K.	Titan.
Nov. 2.	N. Y. K.	Phary.
16.	N. Y. K.	Tecur.

ANTWERP.

Aug. 10.	N. Y. K.	Alps Maru.
12.	N. Y. K.	Glenora.
15.	N. Y. K.	West Campaw.
17.	N. Y. K.	Phary.
31.	N. Y. K.	Proteus.
Sept. 6.	J. M.	Glenora.
7.	O. S. K.	Alps Maru.
8.	N. Y. K.	Phary.
15.	N. Y. K.	Easterling.
31.	N. Y. K.	Mentor.
23.	O. S. K.	Atlas Maru.
Oct. 28.	N. Y. K.	Tecur.

ROTTERDAM.

Aug. 13.	N. Y. K.	West Campaw.
17.	N. Y. K.	Phary.
22.	N. Y. K.	Glenora.
Sept. 15.	N. Y. K.	Phary.
Oct. 26.	N. Y. K.	Tecur.

AMSTERDAM.

Aug. 17.	N. Y. K.	Prometheus.
17.	N. Y. K.	Phary.
17.	N. Y. K.	Proteus.
Sept. 5.	N. Y. K.	Phary.
9.	N. Y. K.	Achilles.
21.	N. Y. K.	Mentor.
23.	N. Y. K.	Lyon.
Oct. 12.	N. Y. K.	Idomeneus.

HAMBURG.

Aug. 17.	N. Y. K.	Prometheus.
31.	N. Y. K.	Proteus.
Sept. 7.	O. S. K.	Alps Maru.
22.	N. Y. K.	Lyon.
25.	O. S. K.	Atlas Maru.
Oct. 12.	N. Y. K.	Idomeneus.

COPENHAGEN.

Aug. 7.	N. Y. K.	Chile.
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A Beautiful Complexion
Hair And Hands

They may be yours if you make
Glenora Soap and Ointment your
every-day toilet preparations. The
Soap cleanses and purifies the skin
and soothes and helps redness,
eczema, pimples, and dandruff.
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Guaranty Trust Company of New York, which are
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NEW YORK.

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SHANGHAI HANKOW TIENTSIN
PEKING MANILA CANTON
CHANGSHA

EXCHANGE.

Hongkong, July 29, 1920.

Bank Wire	100 = 100
On demand	100 = 100
30 days sight	100 = 100
4 months sight	100 = 100
6 months sight	100 = 100
Documentary 4 months sight (4-2)	100 = 100

On Paris

On demand	100 = 100
Credit 4 months sight	100 = 100

On New York

On demand	100 = 100
Credit 60 days sight	100 = 100

On Bombay

Wire	100 = 100
On demand	100 = 100

On Calcutta

Wire	100 = 100
On demand	100 = 100

On Singapore

On demand	100 = 100
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On Manila

On demand	100 = 100
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On Shanghai

On demand	100 = 100
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On Yokohama

On demand	100 = 100
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Gold Standard, 100 (per cent) = 100

Silver Standard (Bank's buying rate) = 100

Silver (per cent) = 100

Hongkong 50 cents sub. = 100

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THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:
Alexandra Buildings, Chater Road.

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WEATHER REPORT.

July 29, 1920. 0600.—No return from Japan and Vladivostok.
Pressure has increased slightly over the Philippines, and decreased slightly to moderately elsewhere. The trough of relatively low pressure remains stationary; a depression appears to be developing in its western extremity in the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 64.14 inches, against an average of 40.71 inches.

Forecast for the 24 hours ending at noon on July 30th.

- 1.—Hongkong to Gap Rock, and N.E. wind, fresh; fair.
- 2.—Formosa Channel. The same as No. 1.
- 3.—South coast of China between Hongkong and Lamock. The same as No. 1.
- 4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY,
HONGKONG, DAILY WEATHER
REPORT.

JULY 29, 1920.—a.m.

Station.	Hour.	Barometer at Sea Level.	Thermometer Temperature.	Humidity.	Direction.	Force.	Wind. Weather.
Vladivostok	6 1/2.						
Nemuro	5 1/2.						
Hakodate	5 1/2.						
Yokohama	"						
Kobe	"						
Sagami	"						
Kagoshima	"						
Naha	"						
Shijima	"						
Honshu Island	"						
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